Winchester 97 Takedown Guide

Radocy

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Winchester Model 97

Similar Models

Winchester Model 97 Solid Frame
Winchester Model 97 Trench Gun
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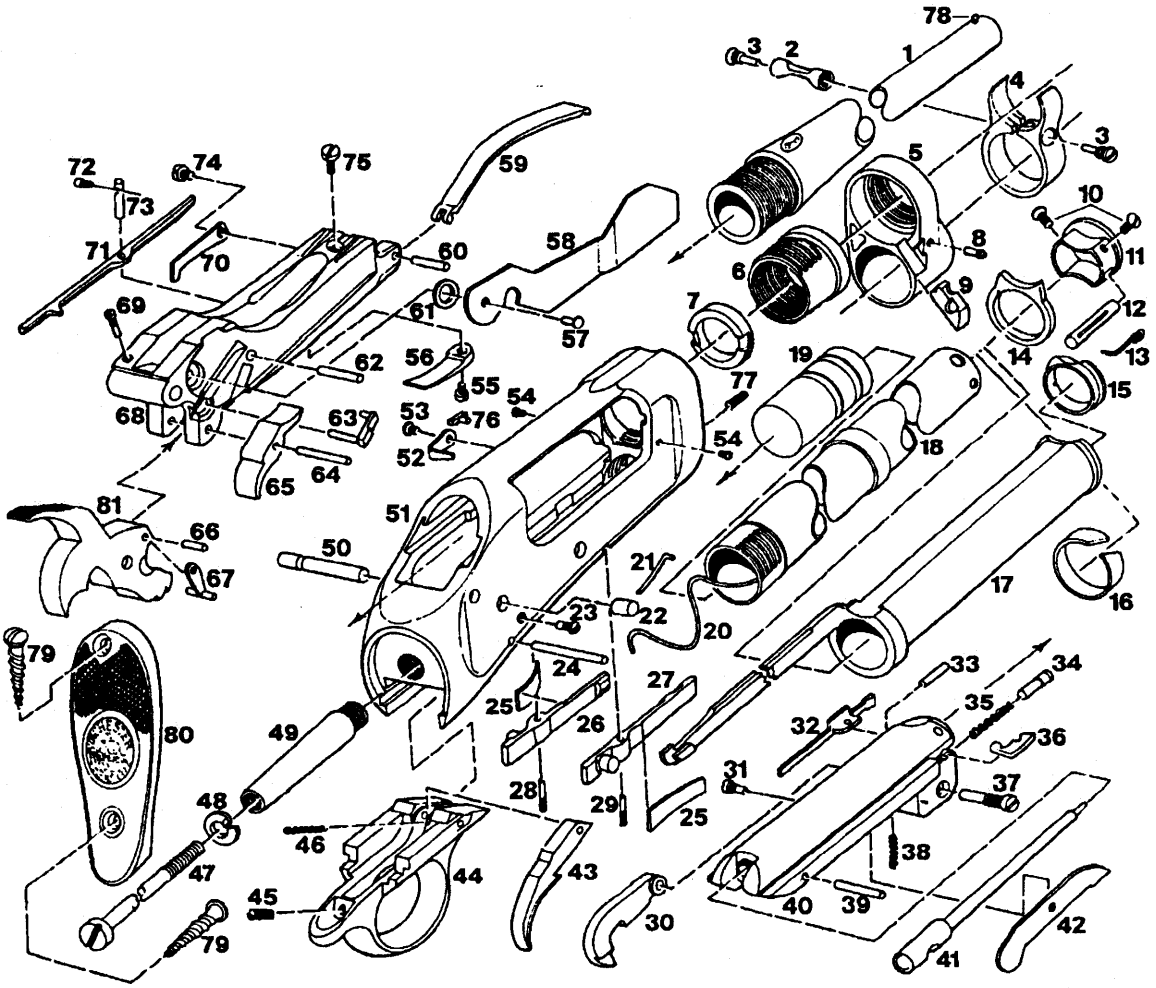

1 Barrel
2 Magazine Band Bushing
3 Magazine Band Bushing Screws
4 Magazine Band
5 Barrel Extension
6 Adjusting Sleeve
7 Barrel Chamber Ring
8 Adjusting Sleeve Lock Screw
9 Adjusting Sleeve Lock
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74 Action Slide Lock Spring Screw
75 Mainspring Strain Screw
76 Ejector Pin
77 Extension Stop Screw
78 Front Sight
79 Buttplate Screw
80 Buttplate
81 Hammer
Parts Not Shown: Forend Wood and Buttstock

WARNING:

Make sure the gun is entirely unloaded before starting the disassembly; visually check some rounds can hide.

Read every instruction carefully using the picture only as a reference.

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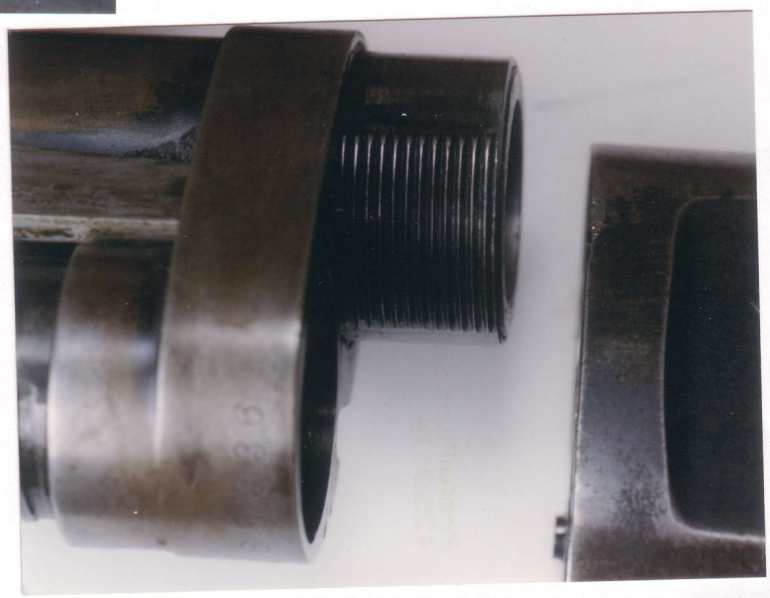
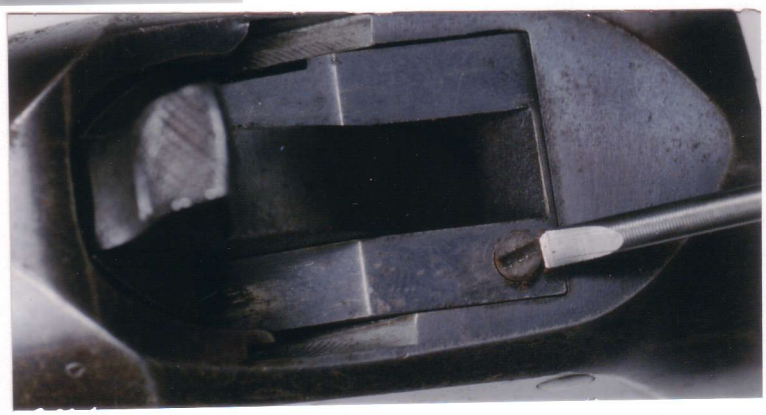
1. Push the magazine locking pin toward the right, and pull it out until it stops. Using the pin as a lever, rotate the magazine tube about one quarter turn counter-clockwise until it stops. Pull the magazine tube up toward the front until it stops.

2. Move the forend and action slide assembly forward until it stops, and rotate the barrel and magazine assembly about one quarter turn counter clockwise until it stops. Remove the barrel, magazine, and action slide assembly toward the front (be sure the action slide assembly is forward enough or you will not be able to separate the action from the barrel and slide forend assembly).



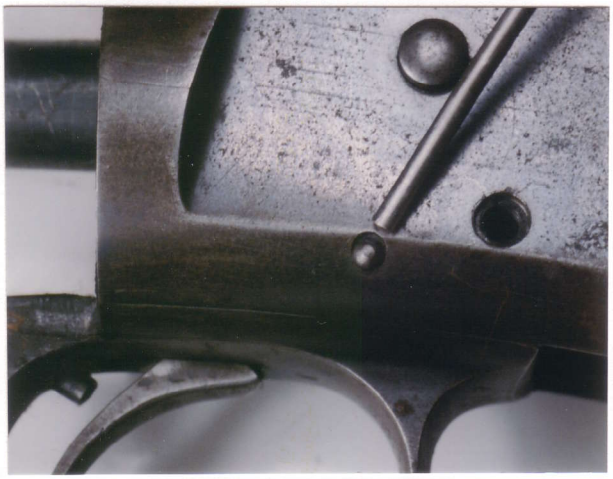
3. Remove the buttplate, and use a stock tool or a long shanked screwdriver to back out the stock bolt. Remove the butt stock toward the rear.

4. Remove the carrier pin stop screw, located in the top left rear of the carrier, beside the hammer.



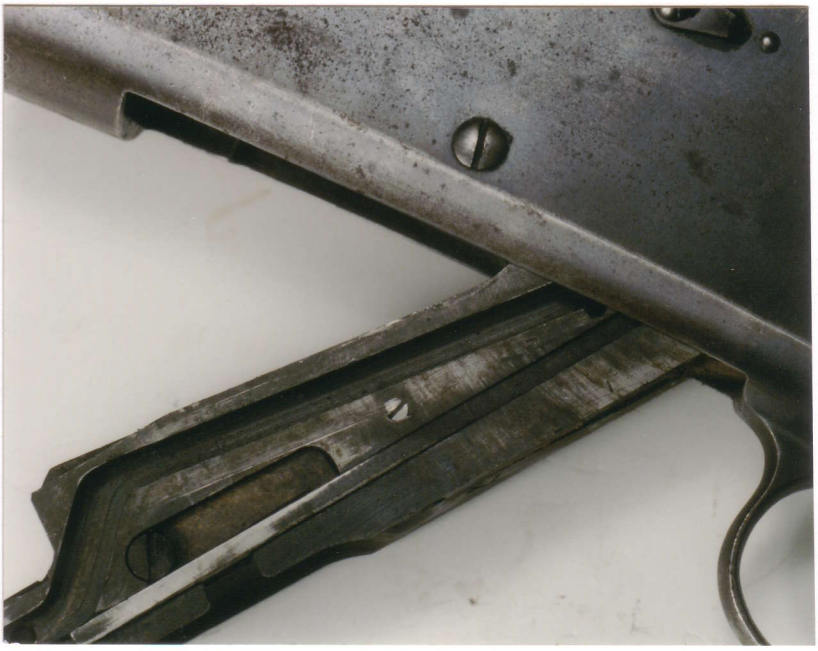
5. Remove the carrier pivot pin toward either side.

6. Remove the small screw on the right side of the receiver, just forward of the trigger cross pin.



7. Drift out the trigger cross pin. This will release the trigger and its spring. Use caution as to not losing them.

8. Cock the hammer, push the carrier release button on the right side, and insert a tool between the bolt and carrier, through the port in the right side of the receiver, to nudge the carrier downward. Remove the carrier downward and toward the front.

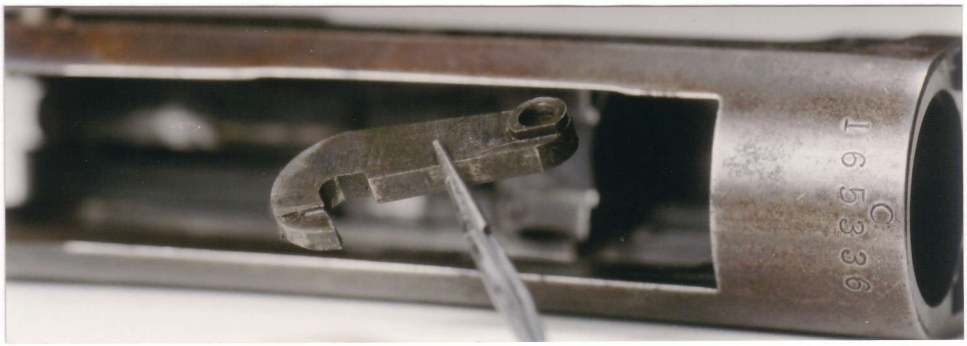


9. Slide (or tap with a non marring hammer) the trigger guard unit out toward the rear.

10. The trigger and its spring are easily removed from the top of the guard. The pin was removed in Step # 7. **Not recommended for normal takedown:** There is also a trigger stop screw at the rear inside of the guard and it is easily backed out. If this is done, though, it will have to be readjusted during reassembly.

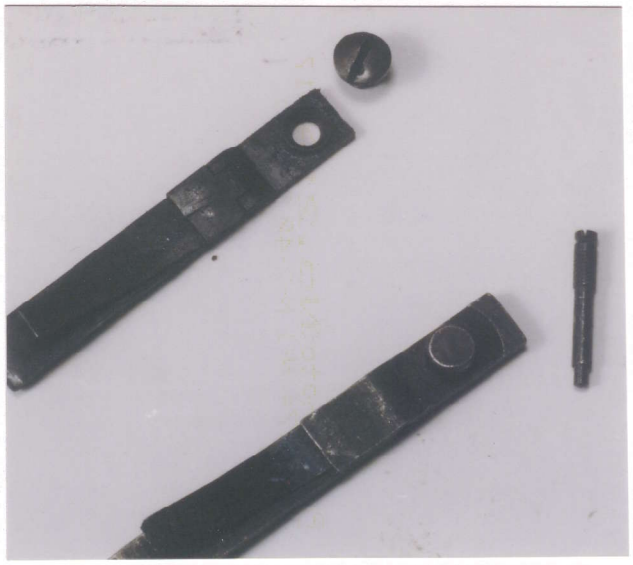
11. Remove the screw on the right side of the bolt just below the extractor. This is a long screw going though the length of the bolt.

12. With a finger or probe through the ejection port, move the front of the slide hook downward and out of its recess on the left side of the bolt. Remove the hook from the bottom of the receiver.



13. Slide the bolt all the way to the rear of the receiver and remove it.

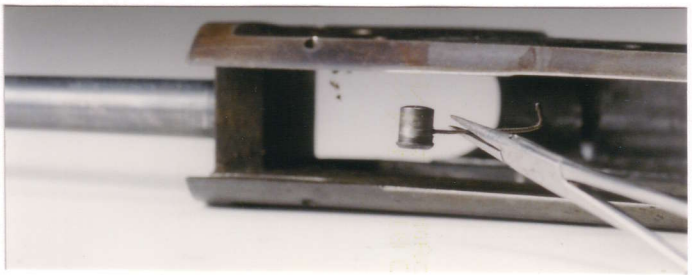
14. Remove the screw on the left side of the receiver near the top and take off the ejector toward the left. The ejector is "L" shaped. If it does not remove easily, push from the inside the receiver, while gently lifting from the outside.

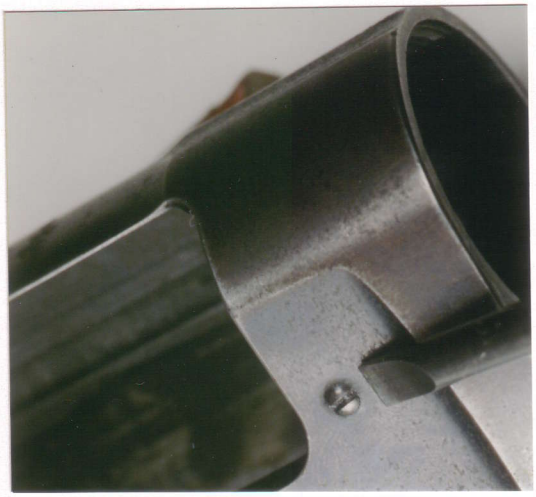


Both types are shown here. The **right vertical pin will be longer than the left, they are not interchangeable. The side walls screws are interchangeable.

15. Older Version Shown: In older versions, the right and left shell stops are held in place by screws through the side walls of the receiver. In newer versions, the shell stops are retained by vertical pivot screws in the lower edge of the receiver on each side(they would be directly below the screw shown). Back out the screws, and take off the shell stops inward. **Repairs only:** The shell stop springs are mounted in slots on the inside of each shell stop, and are easily driven.

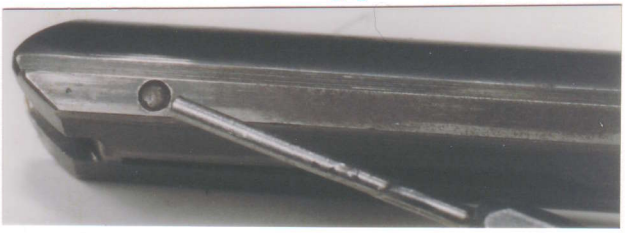
16. The carrier release button is retained inside the receiver by a round wire spring, that is keyed into a tiny hole in the receiver wall. Use a tool of very small diameter to push the tip of the spring inward, then use a pair of sharp nosed pliers inside the receiver to move the spring forward, releasing the button for removal. *Note for replacement.





17. Not recommemded for normal takedown: The two tiny screws on each side at the front of the receiver retain the barrel chamber ring. After the screws are removed, the ring is taken out toward the front. The larger screw on the front of the receiver is the extension stop screw, and holds no part. Do not remove it.

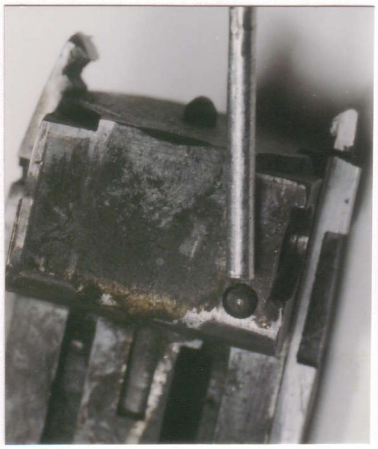
18. Drift out the cross pin at the rear of the bolt toward the left, and remove the firing pin toward the rear.



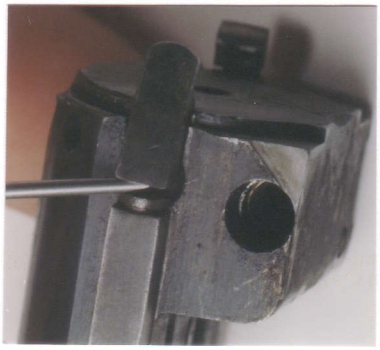
19. Remove the screw on the left side at the center of the bolt.

20. Remove the firing pin retractor downward, and take out its small coil spring from the underside of the bolt. (shown is an older model with the flat spring attached-do not remove unless for repairs).

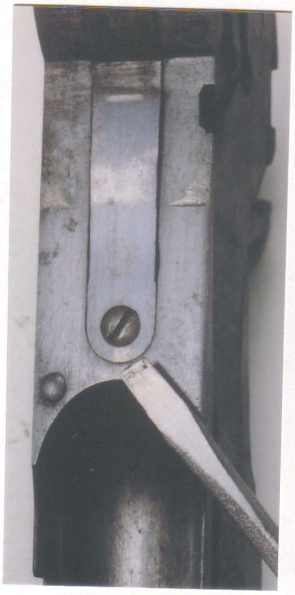
21. The left extractor, which is tempered to be its own spring, is retained by a vertical pin which is driven out upward.



22. The right extractor is removed by inserting a small screwdriver between the extractor and its plunger. Depress the plunger toward the rear, and lift the extractor out of its recess. Keep the plunger under control, slowly release the spring tension, and remove the plunger and spring toward the front.

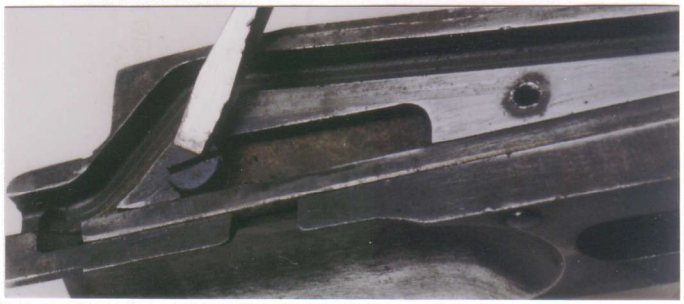


23. Restrain the hammer, and press the tail of the sear upward to release the hammer. Ease the hammer down to its full forward position.



24. Remove the sear spring screw on the underside of the carrier, and take off the spring downward.**Read reassembly tip after Step #36.

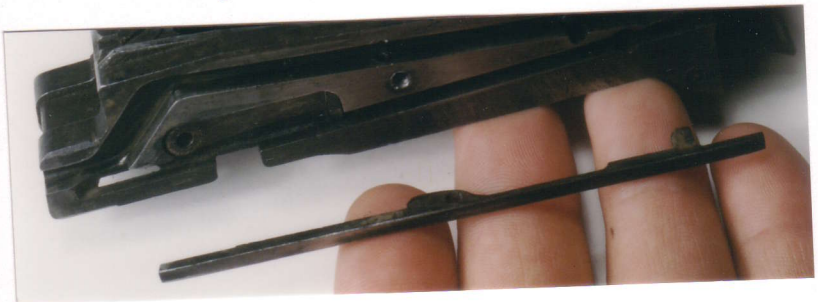
25. Drift out the sear pin, and remove the sear. ** Note placement.



26. Remove the action slide lock spring screw to ease the tension off the action slide lock bar.

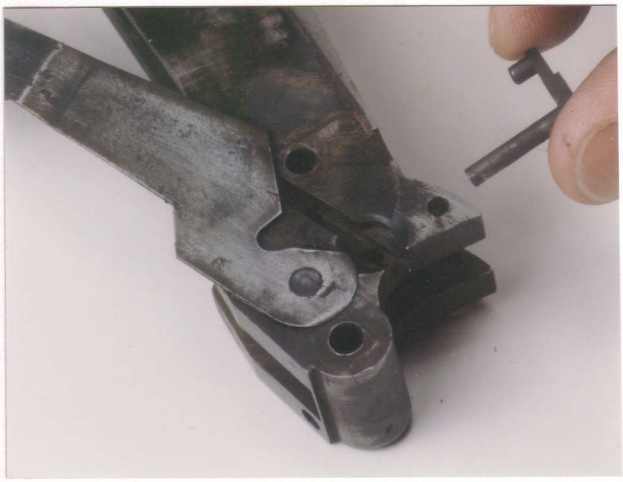
27. Remove the slide lock joint pin stop screw.

28. Insert a slim drift in the access hole in the lower edge of the action slide track, and push out and remove the slide lock joint pin downward. As the pin emerges, it can be grasped and pulled out.



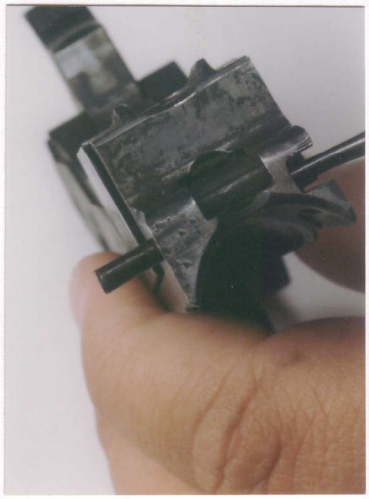
29. Remove the action slide lock bar.

30. Remove the action slide lock spring.



31. Swing the shell guide plate upward, and remove the slide lock release plunger toward the right.

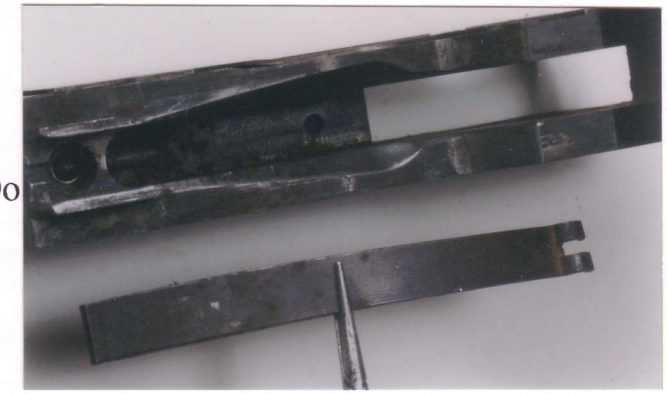
32. Remove the mainspring tension screw.



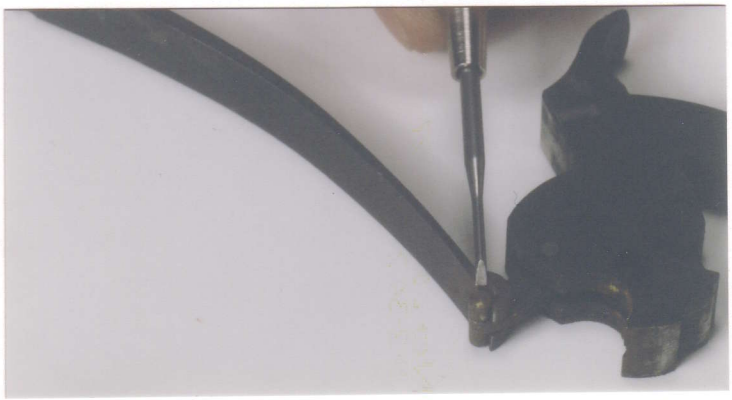
33. Drift out the mainspring pin toward the right.

34. Be sure the shell guide plate is still swung up out of the way, and drift out the hammer pin toward the right.

35. Remove the hammer upward. **Repairs Only:** Do not remove the stirrup.



36. Nudge the mainspring toward the rear. When it has cleared the front bridge of the carrier, the spring can be removed upward.



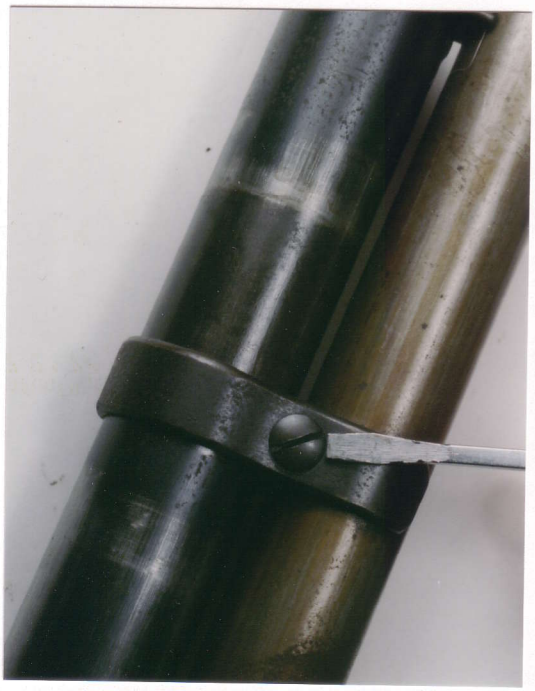
****Reassembly Must:** Be sure the main-spring engages in the hammer stirrup before replacing step #24. Pull back on the hammer to keep the tension on the stirrup/spring engagement. Shown outside of the carrier for orientation.

37. Remove for Repairs Only: The shell guide plate is riveted in place on the carrier, and removal is not recommended in normal takedown. If necessary for repair it can be taken off but a new rivet will likely have to be made.

<u>These steps are not need in cleaning-but are included for complete takedown.</u>

38. To remove the magazine lock pin, depress the round wire spring in the slot in its side and pull out the pin.

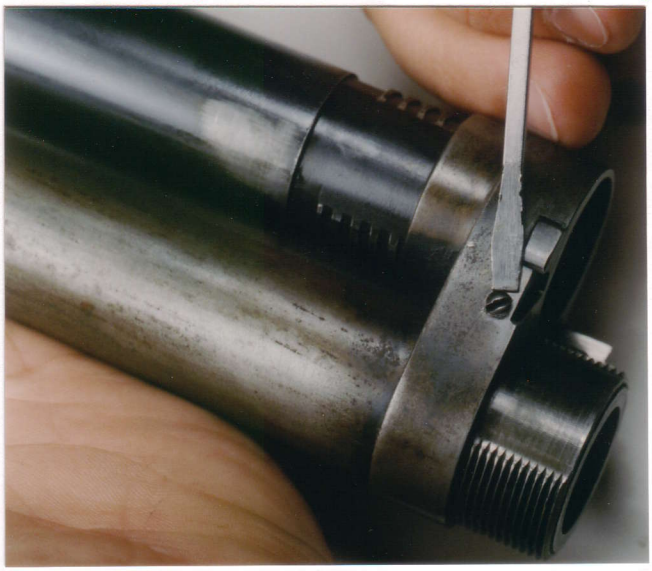
39. Remove the two opposed screws at the front of the magazine tube and take out the end cap and ring toward the front. **Caution:** The magazine spring will be released, so control it and ease it out. Remove the spring and follower toward the front.



40. Remove the screws on each side of the magazine band, and move the band off toward the front. When the band is removed, the screw bushing at the center can be taken out. The action slide and magazine assembly can now be removed toward the front.

41. Older Version Shown: Remove the 3 screws on the forend wood. Newer Version: Use a forend wrench to remove the forend cap nut. On both versions take out the magazine tube toward the front. The action slide can now be removed from the forend wood toward the rear. The action slide spring (buffer spring) on the mag tube need not be removed.

42. Remove only for Repairs: Barrel tightness in the receiver is adjustable by backing out the adjusting sleeve lock screw and sliding the lock piece out of the engagement with the teeth on the edge of the sleeve. Turning the sleeve counter clockwise will tighten the barrel engagement. Adjust in small increments. If necessary the screw sleeve and lock piece can be removed (clockwise).



Adjustment best done by an experienced gunsmith.

Reassembly Tips:

When replacing the magazine lock pin, use pliers to squeeze the tip of its spring inward to make reinsertion easier.

When replacing the hammer, insert a tool on the underside of the carrier to tip the stirrup into engagement with the hooks on the mainspring before tightening the spring tension screw. Refer to Steps # 32 and the reassembly tip after Step #36.

When replacing the trigger assembly, it will be necessary to use a **slave pin** to hold the trigger and its spring in place while the guard unit is slid back into the receiver.

When replacing the carrier cross pin, remember that the groove in the pin must be on the left side, to contact the stop screw. Refer to Step # 5 for orientation.

Winchester Model 1897 Year & Serial Number

1897	1-32335	11	512632	25	757629	39	866938	53	988860
98	64668	12	544313	26	770527	40	875945	54	997913
99	96999	13	575213	27	783574	41	891190	55	1006784
1900	129332	14	592732	28	769809	42	910072	56	1015741
01	161665	15	607673	29	807321	43	912265	57	1024700
02	193998	16	624537	30	812729	44	912327		
03	226331	17	646124	31	830721	45	916472		
04	258664	18	668383	32	833926	46	926409		
05	296037	19	691943	33	835637	47	936682		
06	334059	20	696183	34	837364	48	944085		
07	377999	21	700428	35	839728	49	953042		
08	413618	22	715902	36	848684	50	961999		
09	446888	23	732060	37	856729	51	970956		
10	481062	24	744942	38	860725	52	979913		

Records on this Model are incomplete. The above serial #s are estimated from 1897-1903 and again from 1949-1957. The actual records are in existence from 1904-1949.